CITY OF
COLLEGE PARK

Rhode Island Avenue Protected Bike Lanes

Refined Design (50%)

April 2021 City Council Presentation

RK&K

Welcome

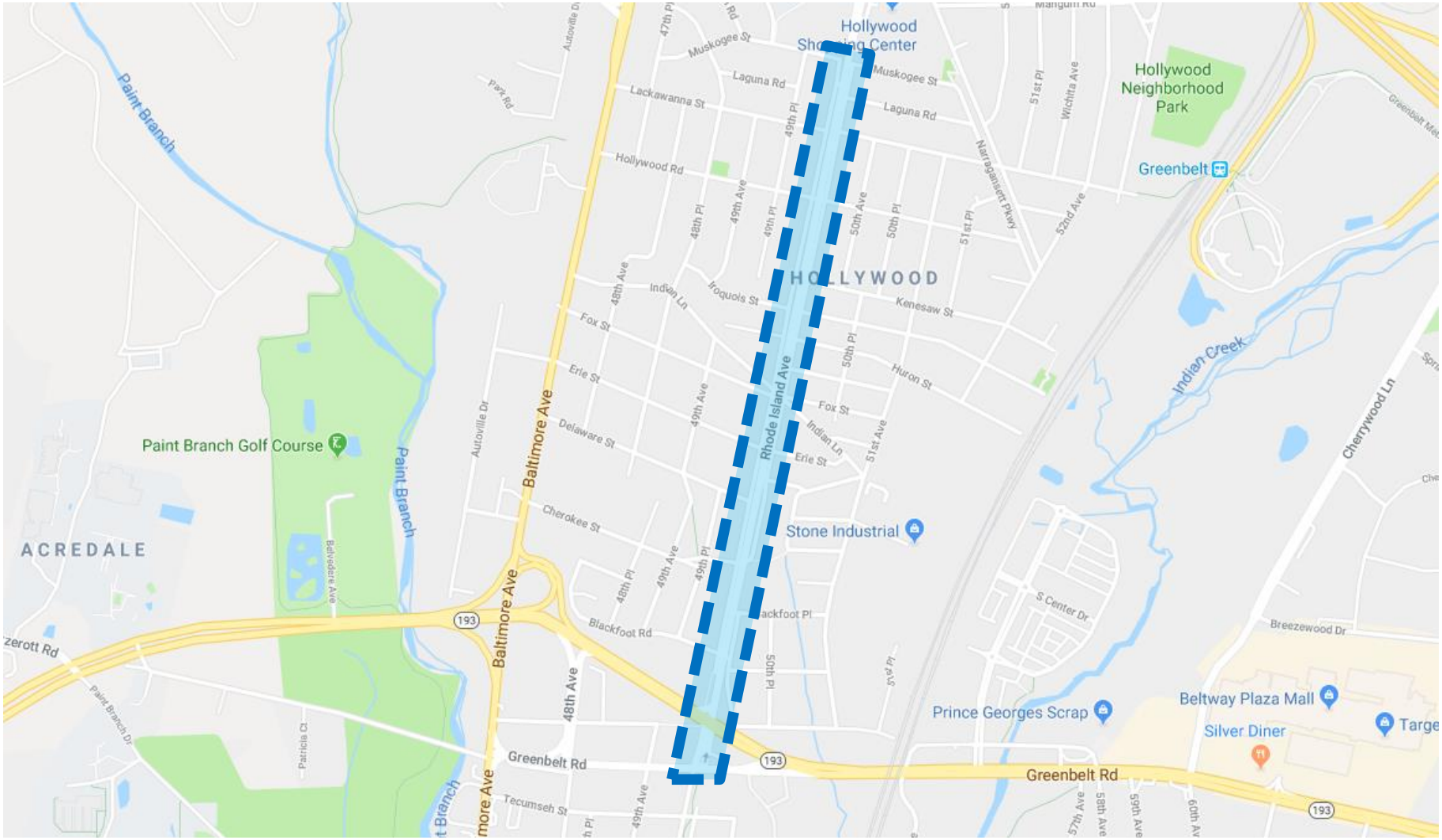
Rhode Island Avenue Protected Bike Lanes Project

Preliminary Engineering for Refined Design (50%)

- City sponsored project
- City discussing acquisition of Rhode Island Avenue from Prince George's County

Final Design phase funded by Maryland Bikeways Program grant and City match

Project Location



Rhode Island Ave Protected Bike Lanes

Project Goals

- Provide a continuous, safe and usable cycling route for all ages and abilities;
- Connect North College Park and the Hollywood Commercial District with:
  - Downtown College Park
  - Riverdale Park
  - Hyattsville
  - Metro/MARC;
- Emphasize Safety for all roadway users

Refined Design (50%)

- Evaluated feedback from previous public meetings
- Attended meetings with the City, WMATA, and Prince George's County DPW&T
- Refined design:
  - Raised WMATA bus stop islands
    - Relocated bus stops (3)
  - Refined pavement markings and vertical elements
    - Evaluated turning movements at intersections

Project Schedule

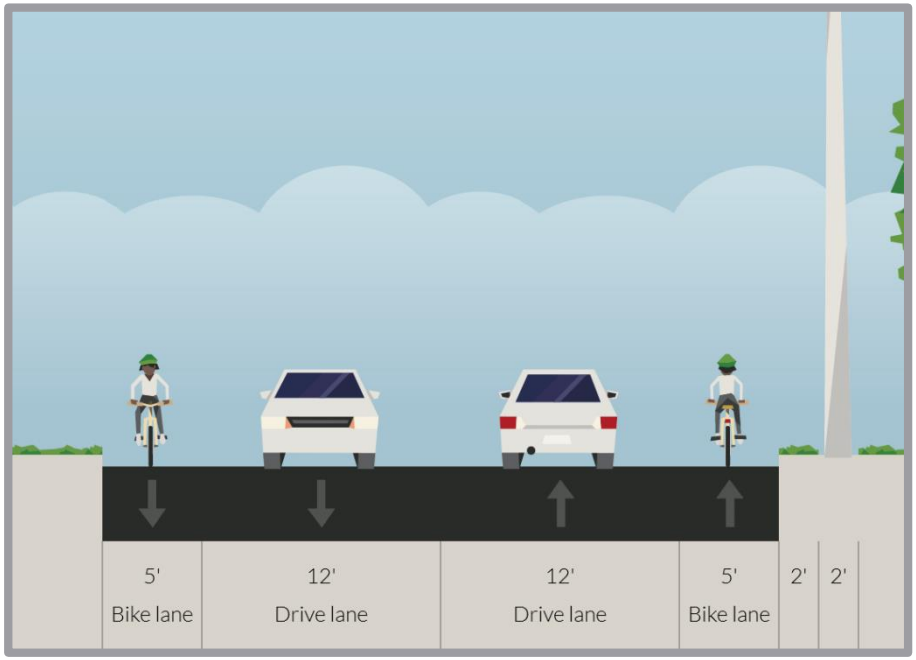
Schedule	Date
1. Perform Supplemental Surveys, Utility Designation	*June 2020*
2. Agency Stakeholder Reviews Completed	*October 2020*
3. Refine 30% Layout, Submit to City	*December 2020*
4. Review Refined Layout (50%) with City, Revise	*January 2021*
5. Community Meeting – Refined Design (50%)	*February 8*
6. Submit Mandatory Referral Package *Pre-acceptance meeting*	*February 12* *March 26*
7. City Council Presentation – Refined Design (50%)	**April 2021**
8. Submit Final (90%) Design	**June 2021**

Existing Conditions

140’ Right of Way (+/-)

Bike Lanes on Rhode Island Ave mainline:

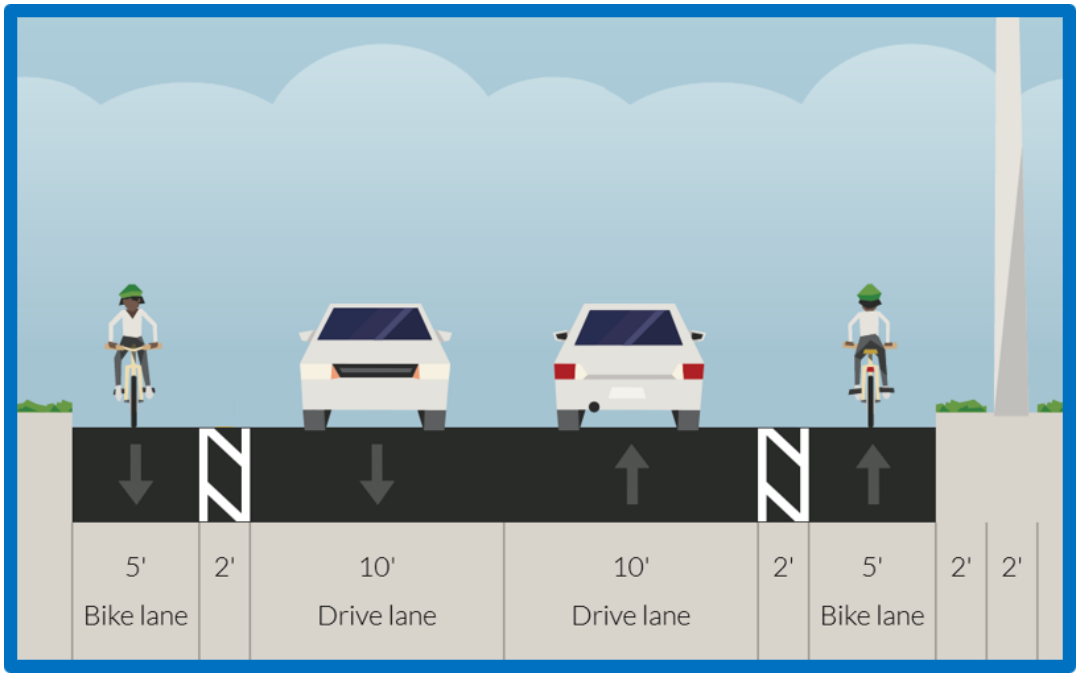
- 5’ bike lanes with no buffers
- 12’ travel lanes
- East and West Service Roads



Refined Design (50%)

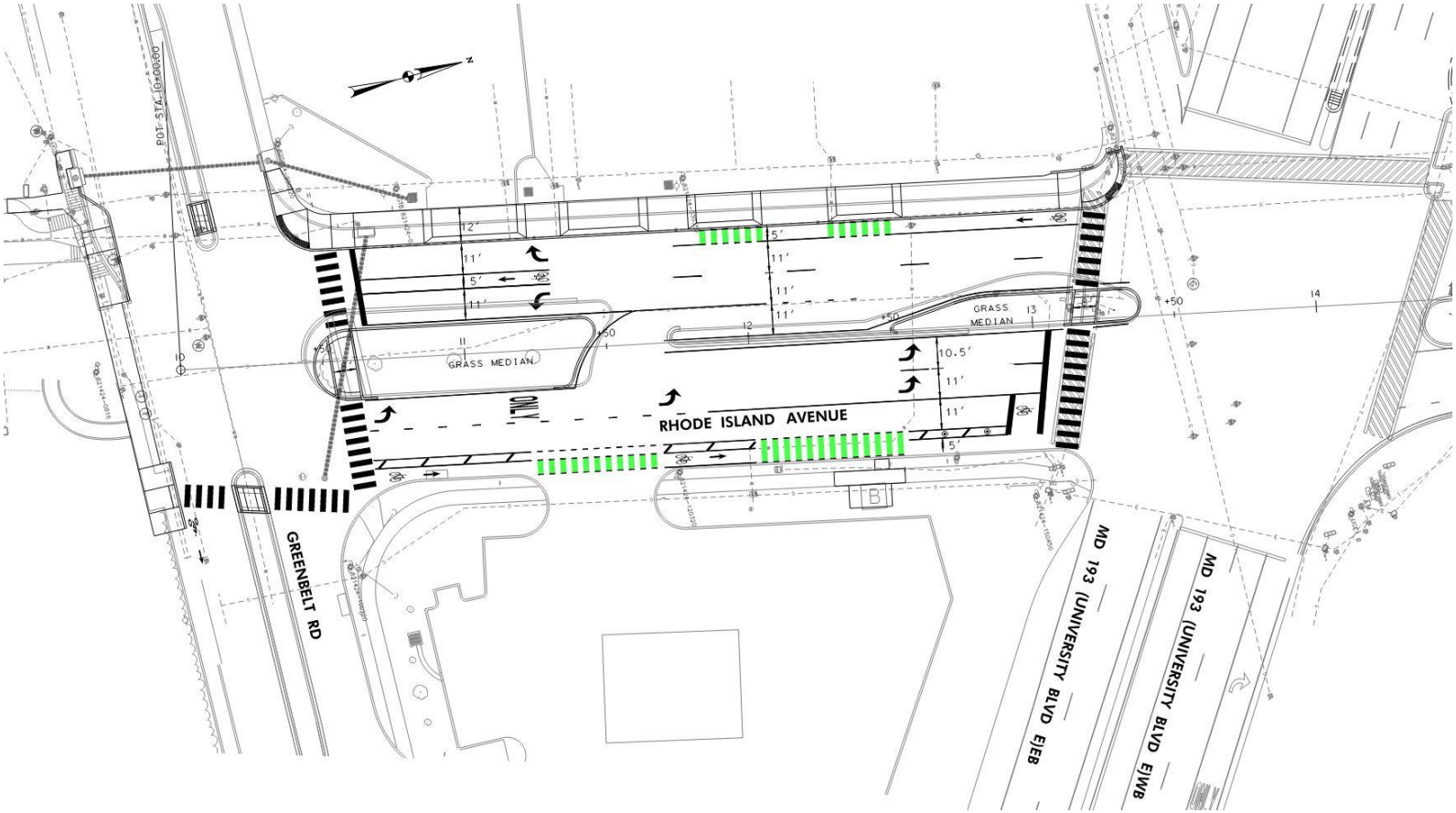
Buffered Bike Lanes on Rhode Island Ave mainline:

- 5’ bike lane with 2’ buffers, vertical separation at intersections
- 10’ travel lanes
- Shared use path (Greenbelt-University)



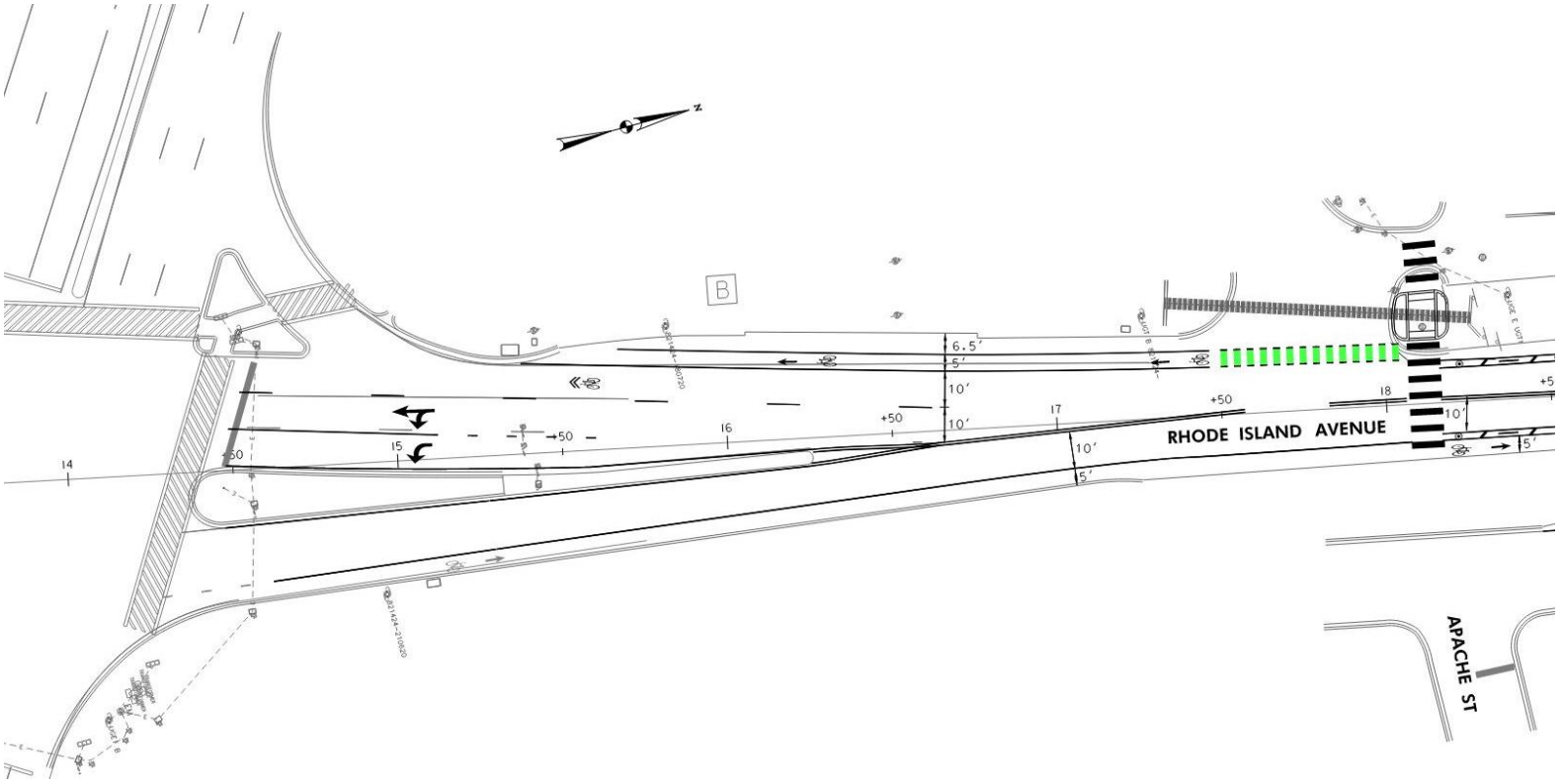
Shared Use Path Improvements

Phase 2 Limits: Greenbelt Road to University Boulevard



Refined Design (50%)

Phase 1 Segment: University Blvd. to Attic Towers



Refined Design (50%)

Location: Mainline Rhode Island Ave (Existing)

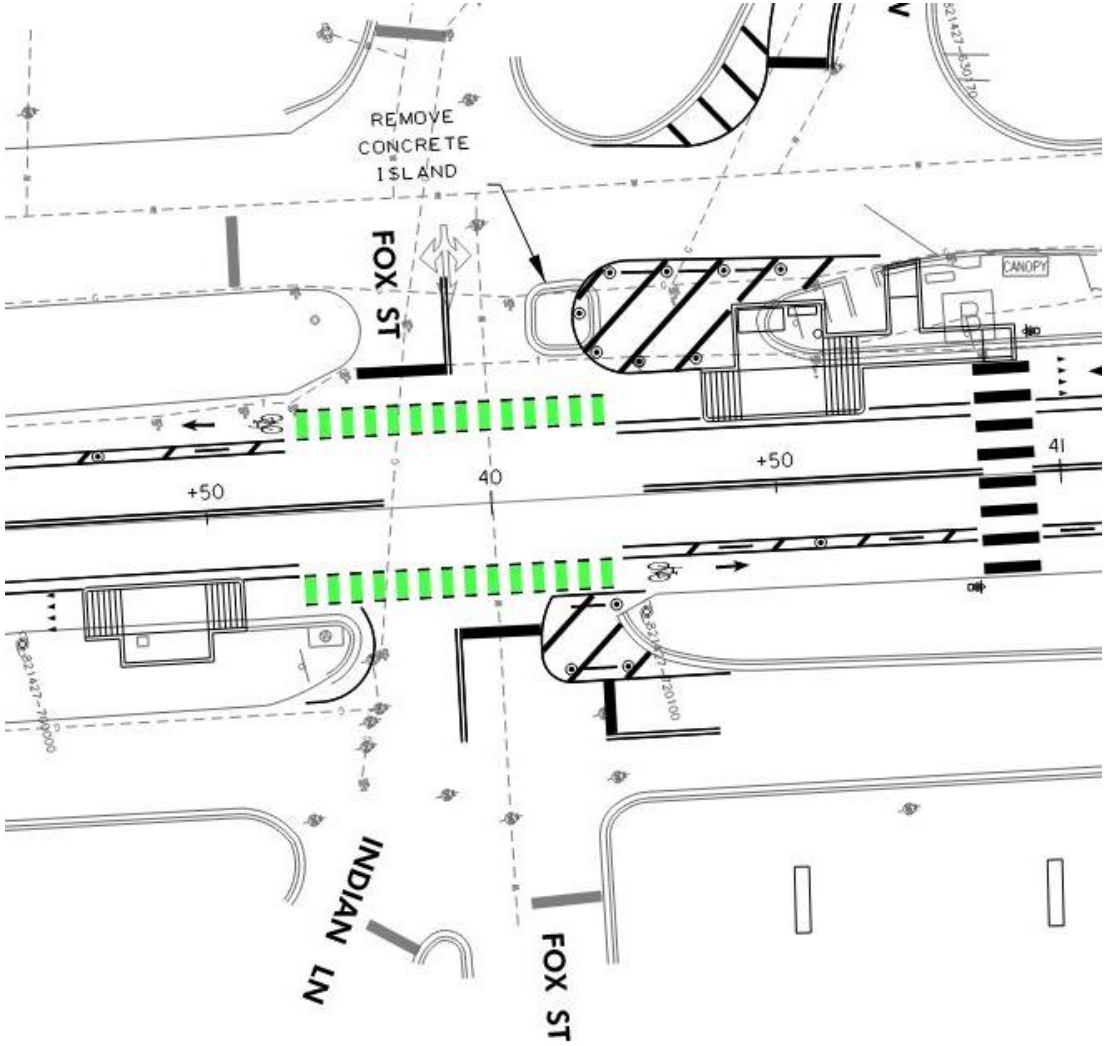
Rhode Island Ave Protected Bike Lanes

Refined Design (50%)
Buffer Separated Bike Lanes, Vertical Elements at Intersections (Typical)

Rhode Island Ave Protected Bike Lanes

Intersections

- Reduce street width at intersections with painted buffers and vertical elements
- Highlight conflict zones with green pavement markings
  - Emphasize where drivers should watch for cyclists / peds



Proposed Bus Islands

Rhode Island Ave Protected Bike Lanes

Construction Cost Estimate

Phase I - University Blvd. to Muskogee St:

$530,000

Phase 2 - Greenbelt Rd. to University Blvd:

$465,000

*Costs includes 20% contingency and are based on 50% design plans

Construction Cost Estimate Breakdown

Phase 1 - University Blvd. to Muskogee St:

Category	Cost
Maintenance of traffic, construction stakeout, temporary signs	$78,000
Excavation:	$12,900
Drainage:	$13,300
Signing & pavement markings:	$49,200
Shoulders (curb, sidewalk, detectable warning surfaces, incl. bus islands):	$288,500
Soil / grass:	$2,700
20% Contingency	$88,850

Total: ~$530,000

Construction Cost Estimate Breakdown

Phase 2 - Greenbelt Rd. to University Blvd:

Category	Cost
Maintenance of traffic, construction stakeout, temporary signs	$76,500
Excavation:	$1,200
Drainage:	$22,600
Signing & pavement markings:	$214, 200
Shoulders (curb, sidewalk, detectable warning surfaces, incl. bus islands):	$70,800
Soil / grass:	$1,000
20% Contingency	$77,220

Total: ~$465,000

Public Questions / Responses to Comments

Public Questions & Responses

- *Q:Why is the cost for the small stretch between Greenbelt Road and University Blvd. not much less than the cost of the GB Road to Muskogee which is considerably longer?*
- **A: Prince Georges County, which currently owns Rhode Island Avenue, is performing pavement repairs/resurfacing between University Blvd and Muskogee Street in the spring of 2021. As part of this improvement, interim pavement markings will be installed in accordance with plans submitted to the City on 1/13/21. As such, the Phase 1 estimate excludes these items, which are cost intensive. The Phase 2 estimate for the Greenbelt Road to University Blvd. segment contains the cost for performing full depth patching, resurfacing, and installing pavement markings.**

- *Q: Were there any meetings with the fire department and other emergency organizations?*
- **A: Yes, we met with the City of College Park Fire Chief on March 4, 2021. The fire department is in support of the current 50% design.**

- *Q: What provision will there be to allow emergency vehicles to pass other traffic?*
- **A: The buffer separated bike lanes will allow traffic to pull over to allow emergency vehicles to pass.**

Public Questions & Responses

- *Q: Will every firetruck & ambulance bring down the flex [posts]? Do the vertical posts allow enough room for fire trucks and trash trucks, school buses. I've seen school busses making turns from RI Ave. into the side streets.*
- **A: No. The design consultant evaluated the vehicle turning templates for fire trucks and refuse vehicles to ensure that these vehicles can navigate the intersections without hitting flex posts.**

- *Q: Why are the vertical elements not in areas away from the intersections?*
- **A: Use of flex posts continuously along Rhode Island Ave. is not supported by the Fire Department because it will discourage vehicles from pulling into the bike lanes / shoulders, potentially blocking off access to EMS and Fire Trucks. There are also long-term maintenance cost considerations associated with use of continuous flex posts that are not supported by the City engineer.**

- *Q: What about the emergency vehicles needing to pass other vehicles in a hurry? Are they going to plow down the flex pillars at every intersection?*
- **A: Because continuous vertical separation is not being provided throughout the project limits, there are ample opportunities for passenger vehicles to pull into the bike lanes/ shoulders or side streets as emergency vehicles approach.**

Public Questions & Responses

- *Q: Will there be improvements to crosswalk safety? We always push the yield flashing sign, but cars continue to speed through and have had a few close calls.*
- **A: Rectangular rapid flashing beacons will be provided or relocated for each crossing.**

- *Q: Cars are accustomed to flowing past left-bound turning traffic by passing on the right (using the bike lanes & shoulder). Has the group considered any traffic flow impacts and/or neighborhood driver frustration elements?*
- **A: To improve safety in the corridor, flex posts will be installed to prohibit vehicles from driving into the bike lanes/ shoulder to pass turning vehicles. Safety is the ultimate priority.**

Public Questions & Responses

- *Q: Can we look in more detail at the SB approach to University where it looks like the bike lane dumps people out into a shared lane where drivers are approaching a high speed right turn slip lane. This is an obvious high-stress conflict. Can the slip lane be closed?*
- **A: With the past 30% design, improvements by MDOT SHA were being shown along the southbound side of Rhode Island and at University Blvd. Removal of the slip lane was proposed in conjunction with these improvements. However, SHA's improvements have been shelved due to lack of funding, so no revisions or elimination of the slip lane will occur at this time.**

- *Q:The speed limit is currently 35 mph. Can this be lowered with the redesign?*
- **A: The City is in the process of acquiring Rhode Island Avenue from the County. Once the transition occurs, the City can reduce the posted speed to 25-30mph.**

- *Q: Couldn't we avoid all the speed limit concerns by just using the service roads?*
- **A: Service roads are not desirable due to the high number of conflict points, potential impacts to on-street parking, required coordination with residents, changes to traffic patterns, drainage implications, and cost.**

Questions / Comments?

Contact

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